Table 4.5. Other Vertical Clearance Data Comparisons.

Structure	Inspection Report		Geo-3D
	Maximum Minimum	Minimum	Single lane
	Vertical Clearance in Feet		
Bridge 103 (Pedestrian Bridge)		25.00	24.64
			25.26
Sign 711 (Blue Ridge Rd.)	23.25	20.25	20.73
Sign 934 (Edwards Mill Rd.)	23.00	17.42	17.75
Sign 933 (Wade Ave.)		17.58	15.78
Bridge 549 (Blue Ridge Rd.)	17.25	17.17	17.62
			17.45
			17.22
			17.09
Bridge 580 (Cary Town Blvd.)	21.50	19.83	21.82
			21.23
			21.13
Bridge 348 (NC 54)	16.75	16.58	17.03
			17.78
			18.04
			17.85
Sign 712 (Lake Boone Tr.)		18.5	18.57

4.5. Summary

Overall, the data collected in-motion shows significant promise for these methods to be of benefit. There are some problems so that reliability remains an issue, particularly since the vertical clearance recorded and posted or used for permit routing could cause significant collision damage and injury if in error. Fortunately, the bridge inventory already contains values that can be used for comparison and to assist in identifying disparities. Since the implication for improved safety during inspections would be very positive if these methods become more reliable, their development should be supported by trial use.